

ANDERSON, IN STUTZ, WINS ELGIN NATIONAL

Sets New Record for Western
Auto Circuit in Hard
Fought Contest.

MULFORD'S MASON SECOND

Wishart, Grant and De Palma
Are Others to Finish Long
Grind—Race Unmarred
by Accidents.

[By Telegraph to The Tribune.]
Chicago, Aug. 30.—Before a crowd of
spectators estimated at fifty thou-
sand, Gilbert Anderson drove a Stutz
car to a remarkable victory over
the eight-mile road circuit here to-day,
winning the Elgin National trophy. The
Norwegian driver's time for the 302 miles
was 4:15.28, an average speed of 72 1/2 miles
an hour. The best previous record for
the course was 5:1, made a year ago by
de Palma under more favorable condi-
tions. To-day's course was decidedly
rough—almost dangerously so in a few
spots—and few of the motor car men ex-
pected to see a new record.

Following the Stutz home came Ralph
Mulford's Mason, seven minutes behind;
Spencer Wishart's Mercer, beaten nine
minutes by Mulford, was in third place;
Harry Grant's Isotta was fourth by
twelve minutes, and de Palma's Mercer,
the last of the cars to finish the full dis-
tance, was five minutes back of the Italian
machine. On its last lap, when the
race was declared at an end, was Joe
Dawson's Marmon, while William Endicott's
Case car had completed nearly 200
miles.

No more closely contested road race has
ever been staged in this country, al-
though both the Vanderbilt Cup and
Grand Prize races have developed closer
finishes. Except for the first four laps,
when Wishart lost the lead through
changing tires, Anderson was always the
pacing car, but throughout the entire
race the pursuing cars were thundering
along practically on the same lap with
him, and there was never a minute from
the time he gained the lead until the
Stutz shot over the finish line a winner
that he could call the prize a certainty.
De Palma was the favorite in the ante-
post betting, but he was never able to get
to the front. Bill Endicott, in a Case, and
Rickenbacher, in a Mason, led the field
away, but they were soon displaced by
Wishart, who made the lap in 6:51, an
average speed of seventy-five miles an
hour. The latter stopped for a tire change
at the end of the fourth lap, and Anderson
lumped to the front, followed by Mulford,
Wishart being in third place, when he
again got under way.

At fifty miles Anderson led in 4:24;
Mulford was second, less than two min-
utes back, while the tenth car, Bill Endicott's
Case, was only four and a half
minutes behind the leader. Burman's
Keeton at this stage was third and run-
ning well. At one hundred miles Ander-
son's time was 1:22.27, and Wishart had
displaced Mulford as the runner-up. He
was three minutes behind; Mulford, third,
was only a few seconds more than a min-
ute back, with Haupt, Wishart, Bergdoll
and de Palma. Burman, Dawson,
Bill Endicott and Grant following in the
order named.

With the race half finished, the
Stutz had covered the 150 miles in
2:14.32, Mulford's time was 2:08.59;
Wishart, 2:09.12; Burman, 2:11.54; Berg-
doll, 2:12.07; Haupt, 2:13.35; De Palma,
2:13.44, and Grant, Dawson and Endicott
were less than seven minutes away
from the favorite.

Mulford was still in second place at
200 miles and pressing Anderson closely,
with Haupt, Wishart, Bergdoll and
de Palma having a merry scrap for
third place, and all threatening to catch
the leaders. The following fifty miles
found the leaders unchanged, but Berg-
doll had moved up to third place over
Wishart. Bergdoll's triumph was brief,
for at 250 miles he ran out of gasoline
on the backstretch and faded away.

The official figures for the finish were
as follows: Anderson (Stutz), 4:15.28;
Mulford (Mason), 4:20.31; Wishart
(Mercer), 4:29.58; Grant (Isotta), 4:43.
14; De Palma, (Mercer), 4:47.24. Daw-
son was on his last lap when the flags
were sent out and Endicott's Case was
still running.

The race was singularly free from mis-
happenings. Rickenbacher's Mason was delib-
erately driven into a ditch to avoid a
skidding competitor in the first lap. A
broken axle was the result. Haupt burned
out an engine bearing at 245 miles and
was withdrawn. Burman's Keeton lasted
about 160 miles, when a cracked cylinder
accounted for its disappearance. The
Velle lasted four laps and was with-
drawn. It was reported, with a broken
steering knuckle.

It had been expected that the Deltal
car would be a starter, but after finish-
ing second in the Cole trophy race on
Friday it was found that one of the
wheels had a cracked hub and that two
rims had buckled from running on flat
tires.

Five Chicagoans were injured in auto-
mobile accidents on the way to the race.
They were:

Mrs. T. A. Spence, kneecap broken and
badly bruised; condition critical.

T. A. Spence and Mr. and Mrs. John
Spence, occupants of the same car, badly
bruised.

George Grundel, crushed.

The Spences were stalled alongside the
public road near Bartlett, seven miles
southeast of Elgin, when George Ogleby,
a Chicago druggist, ran into them with
an automobile while travelling at a high
rate of speed. The Spences were all
thrown into a ditch.

Grundel's car turned turtle on a narrow
dike twelve miles southeast of Elgin.

MONTCLAIR SHOW SOON

New Classes Will Be Seen at
North Jersey Exhibit.

Montclair, N. J., Aug. 30.—The Mont-
clair Horse Show Association, formerly
known as the Montclair Riding, Driving
and Automobile Club, has announced
Saturday, October 4, as the date for its
annual horse show. The ring at the
Montclair Athletic Club grounds, where
the annual exhibitions are held, will be
enlarged to accommodate the new jump-
ing and tandem classes.

A new team class, ladies to drive, will
also be added, making twenty-seven in
all. J. M. Greenfield is the new president
of the association, and Vincent S. Mul-
ford vice-president. The directors are Tom
Taylor, Walter U. N. Bethell, Charles E.
Van Vleet, George Batten, Carl Thiel-
helm, John J. Rhondell, L. S. Newton, Rud-
bergs, William A. Bryant, V. S. Mulford,
Ellis P. Earle, Andrew Morrison, L. O.
Ivey, J. M. Greenfield, W. G. Frost and
Dallas Finnoguan.

WINNER OF THE ELGIN NATIONAL TROPHY AND HIS CHIEF RIVALS.

RALPH MULFORD.



GIL ANDERSON

SPENCER WISHART

HEAVY HORSE VEHICLE WORST ROAD BREAKER

Massachusetts Commission Ab-
solves Auto of Blame for
Highway Damage.

NARROW TIRES AT FAULT

Traffic Study Entered on Some
Years Ago Yields Data at
Variance with Gen-
eral Ideas.

The Massachusetts Highway Commis-
sion, after a full investigation, officially
states in its annual report, recently issued,
that the greatest cause of the destruction
of modern roads is not the automobile or
the motor truck, but the heavily loaded
vehicle drawn by horses. Massachusetts
has long had the habit of quietly pursuing
investigations and presenting official re-
ports thereon while others are discussing
and getting ready to investigate. Its
road commission consists of Colonel W. D.
Sohler, chairman; E. D. Kamp and J. W.
Synan. It will be remembered that the
first official notice of the damage to
waterbound macadam by automobiles was
presented by the Massachusetts commis-
sion in its report for 1907.

In two instances quoted in the current
report, fifty to seventy-five ice teams a
day, carrying three tons or more each
on 2 1/2 to 3 inch tires, broke up within a
month the side of the road on which the
loaded teams travelled, while the surface
lasted three months on the other side
where the teams came back empty. For
miles beyond the icehouses the roads are
still in good condition. These roads are
of macadam treated with heavy asphaltic
oil.

The traffic study shows that it is not
the number of teams, but heavy teams—
two or more horses and heavy loads on
narrow tires—that cause the failure, the
report reads.

A carefully prepared statement as to
the causes of wear and what certain roads
will stand is presented as one of the re-
sults of the careful traffic study entered
on some years ago by the commission.
Among the established results are the fol-
lowing:

A good gravel road will wear reason-
ably well under a daily traffic composed
of fifty to seventy-five light teams, twenty-
five to thirty loaded one-horse vehi-
cles, ten to twenty loaded two-horse ve-
hicles drawn by horses and 100 to 150 auto-
mobiles. With a larger number of auto-
mobiles the gravel should be oiled. The
oiling presents what is spoken of as a
"rolling surface," consisting of heavy
asphaltic oil and sand. If the oil be ap-
plied hot the blanket surface will last
three to five years; if cold it must be re-
newed every year.

Oiled gravel will stand fairly well under
75 to 100 light teams, 50 to 50 heavy two-
horse vehicles, 20 heavy wagons with two
or more horses, and 500 to 700 automobiles
daily.

Waterbound macadam will stand under
a daily traffic of 175 to 200 light teams,
125 to 200 heavy one-horse vehicles, and
60 to 80, perhaps more, heavy wagons with
two or more horses. If even 50 to 100
automobiles a day go over the road at
high speed dust layers will be service-
able. With a really good dust layer the
road will stand 300 to 500 automobiles a
day, although the stones will wear.

Waterbound macadam with an oil and
sand blanket, applied hot, will be eco-
nomical with 150 to 200 light teams, 75 to
100 heavy one-horse vehicles, 25 to 20
heavy wagons with two or more horses,
and automobiles up to 1,400, or more
with fewer teams and with 50 or more
motor trucks. The large number of auto-
mobiles seems to keep the oil rolled
down when it would cut up and crumble
without this traffic. This same road,
however, will cut up and crumble under
a traffic of 100 heavy one-horse vehicles
and 50 two or more horse wagons on
narrow tires, such as loaded farm
wagons, ice wagons, loads of wood, etc.
The report further states: "Many mil-
lion dollars a year are being spent in this
commonwealth to secure improved roads,
and provision should be made by law to
prevent them from destruction. The law
should fix some maximum weight per inch
width of tire in contact with the ground."

AUTOMOBILES FOR RENT.
5 AND 7 PASSENGER Packard touring car,
hour, day or month. Tel. Riverside 1903.

Calls for Sanity in Talk of High Speed

No Road Could Sustain Car at
100 Miles an Hour, Says
G. W. Bennett.

WOULD NOT BE ALLOWED

Recent Prediction, He Thinks,
Can Have No Bearing on
Standard Auto, and May
Harm Industry.

Safety and sanity in the operation of
motor cars are the big essentials neces-
sary to a continuation of the phenomenal
success which the automobile industry is
enjoying, according to leaders of the
business. Staunch, stable construction
and the utilization of every possible me-
chanical improvement and refinement,
rather than an effort to provide tremen-
dous speed, are, in the minds of the big
manufacturers, the demands of the day
in motor car building. G. W. Bennett, of
the Willys-Overland Company, of Toledo,
one of the leaders of the industry, who
declares the craze for speed, said in a
recent interview:

"The motorists who demand speed, and
ever more speed, are the exceedingly
small minority of the automobile public
of to-day. They and their requirements

can and must be ignored by the manu-
facturer who hopes to produce a motor
car that will appeal to the solid, substan-
tial public.

"The motor car need of the present
time is staunchness and dependability,
rather than terrific speed. I disagree
with the men in the industry who of late
have been quoted as predicting a stand-
ard, every-day automobile which will be
capable of 100 to 120 miles an hour.

"This statement is ridiculous on the
face of it. At the present time there is
not a highway in the United States, nor
in the world, for that matter, on which
a speed of 100 miles an hour is either pos-
sible or desirable. Half that speed is all
that our laws and common sense forbid
more than a quarter of it. We are
manufacturing automobiles for business
and pleasure, and surely there is no busi-
ness which demands such a speed as 100
miles an hour. As for pleasure, any one
who has ever ridden in an automobile is
aware that at more than thirty, or possi-
bly forty, miles an hour there is no
enjoyment.

"The idea of providing any such speed
as mentioned in some of the printed
reports is not only silly but inimical to
the success of the industry. With motor
cars scooting through the country at 100
miles an hour, even if the highways
were so improved as to allow this in-
sane pace, it would be only a matter of
days before every state in the union
would enact restrictive laws."

BOOSTER OUTING LOOMS UP

Auto Row Plans for Holiday on
September 16.

Judging from the reports of the commit-
tee chairmen who have the arrangements
in charge the annual outing of the Big
Village Motor Boosters, which will be
held at Fred J. Wagner's Smithtown farm
on September 16, will surpass anything of
the kind ever undertaken by New York
City's motor colony. Only one problem
is worrying those who are in charge, and
that is the question of providing trans-
portation. So many of the Boosters and
their friends have signified their inten-
tion of participating in the outing that
a call for more cars has been sent out by
H. A. Bonnell, who is managing the un-
dertaking.

The start for the Wagner farm will be
made from the Manhattan Automobile
Club early in the morning. In connection
with the trip to the farm a secret
time run will be held. This will be ar-
ranged so that those who may wish to
start from other points will have an op-
portunity to compete for the prize, which
will be provided by George H. Robert-
son.

Baseball games, the winner of which
will take possession of the Manhattan
Automobile Club's perpetual challenge
trophy, tennis matches and other athletic
contests will be held in the morning.
These will be followed by a clambake.

"Hank" Caldwell is at work on another
"Hoo's Hoo" in the Boosters' ranks, and
each person who attends the outing will
receive a copy. A list of the athletic
events and the prizes offered will be an-
nounced later. One competition will be
a bicycle race, open to those who com-
peted "before the (Spanish) war," to be
called the Alfred Reeves natal day dash.
Colonel George Pope has promised to
send down from Hartford bicycles enough
for the competitors. For this event a
handsome trophy is offered by Charles H.
Marth, of the Martin Tractor Company,
who is an old-time bicycle rider.

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Automobile Owners Attention

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Passenger Department, HUDSON NAVIGATION CO. FIER 32, N. R. Phone Spring 9400

GREAT YOUNG SWIMMER WILL ENTER AMHERST

Lemcke, of High School of Com-
merce, Is Already Holder
of Several Records.

CALLED "SCHOOLBOY FISH"

Has Beaten Stars in Club
and College Aquatics in
Past Season in
Pool.

Norman Lemcke, the champion school-
boy swimmer of New York, has decided
to enter Amherst College this fall. The
former captain of the High School of
Commerce swimming team made this de-
cision last week.

When the young swimmer entered
Commerce, in 1905, his ability as a swim-
mer was limited. The best time he could
make in the 100 yards swim was never
better than 1:20. With strict rules for
training, however, he kept in the prime
of condition, and easily earned a place
on the school's team in his second year.
It was during the third year at the 6th
street school that the "schoolboy fish"
broke into prominence.

In that year he was the best man on
the team, representing the school in all
races, from the 20-yard dash up to the
150-yard dash. For his great work he
was elected captain, and it was while
leader of the team that he began to
break the records of the Public Schools
Athletic League. From October, 1911, to
February, 1912, five records fell before
the powerful eighteen-year-old athlete.
He scored 22 points during the last season
and was not defeated during the year.

The eyes of the swimming world out-
side of school circles were drawn to the
Commerce lad in the spring of 1912. While
being coached at the tank of the City
College he was urged to try a 50-yard
dash under time. Three of the best
coaches in the East held the watches, and
a new record for the distance was antici-
pated. The spectators and all who heard
of the remarkable time Lemcke made
were astounded when it was announced
that he had swum the distance in 1:02.4,
and Bob McCormick and Dick O'Neil, of the
Bath Beach Swimming Club, were unani-
mous in their declaration that Lemcke
had covered the distance in 0:24.5, which
equals the record held by H. J. Heber, the
crack swimmer of the Chicago Athletic
Club.

When the New York swimming cham-
pionship for school boys were held on
December 21, 1912, at the City College
tank, which is 100 feet long, Lemcke es-
tablished a new record for fifty yards
which may stand for years. In each of
his two heats and the final he made bet-
ter than 0:27. It was in the semi-final of
the race that Lemcke set up his best
mark, shattering the former 0:27 2-5 to

NORMAN LEMCKE.



Brilliant high school swimmer, who will
enter Amherst this fall.

0:26 2-5. The time was considered won-
derful.

Lemcke has a list of victories to his
credit that contains defeats chalked up
against some of the best club and college
swimmers. Fred Culman, the captain of
the Columbia University team, has been
led to the finish line, while Lemcke ad-
ministered the first defeat to Jack Eddy,
the Poly Prep star. For three years
Lemcke had tried to defeat Eddy, but
each time he failed. In the 100-yard race
during the fourth dual meet between
Commerce and Poly, Lemcke spotted by
Eddy and beat him by two yards in the
fast time of 1:00 3-5. Eddy fell before
the Commerce man again the same day.
Both started as anchor men on their re-
spective relays. Eddy was off to a 2-
yard lead in a 40-yard dash, but Lemcke
caught up and earned a tie for his school.

The pool at Commerce, where Lemcke
learned the crawl, which he has down to
perfection, is only forty feet long. In
this tank he had little chance to do much
real work, but his great spirit and con-
scientious work enabled him to offset all
disadvantages. Never having had good
coaching, Lemcke will show rapid im-
provement when he finds himself under
the expert care of two of the best swim-
ming men in the country. Both Professor
Nelligan and Mr. Kennedy, at Amherst,
are well acquainted with the game and
will do the best in their power to make
Lemcke a world beater. Amherst has
drawn the prize of New York and will
again take her place on the swimming
map.

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ented. We bought the
rights for \$50,000.

In every well-made
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tread, runs a breaker
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It is near this strip, where rubber joins
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The "rivet" fabric is our breaker strip.
Note the openings in it. We force the tread
rubber down through these openings, so
hundreds of large rubber rivets are formed to
prevent tread separation. Then the whole
tire is vulcanized en masse. This is one of
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other maker can use it.

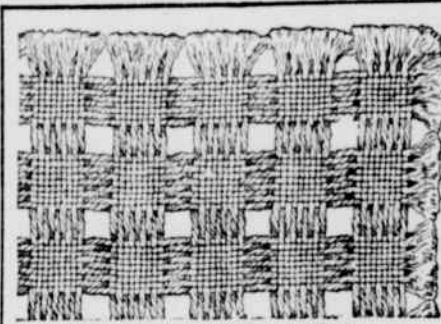
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Here is another ex-
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No-Rim-Cut tires get
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That is they are final-
cured on air bags shaped
like inner tubes. They
are cured, as you use
them, on elastic air.

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on iron cores alone. The
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often buckles the fabric.
And there, where some
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of blow-outs occur.

Our "On-Air Cure"



Our Patent Rivet Fabric

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The rubber and fabric
adjust themselves to
actual road conditions.
Every part of the fabric
bears its part of the
strain.

This process—used
by no one else—adds
to our cost \$1,500
daily, just to minimize
blow-out cost.

No Rim-Cutting

In addition we save you, in No Rim-Cut
tires, all the ruin of rim-cutting.

With clincher tires—the hooked-base tires
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certified public accountants. No-Rim-Cut tires
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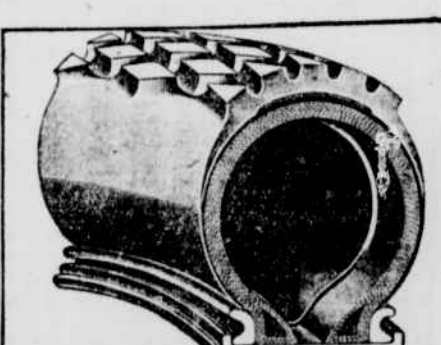
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Save you on blow-
outs—

Save you on tread
separation.

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of any type costs less
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That is due to our mam-
moth output. No-Rim-
Cut tires, when we made
less of them, cost one-
fifth more than clinch-
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Note what you get
which others can't give.
You will then see why
Goodyears far outsell
any other tire that's
made.



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